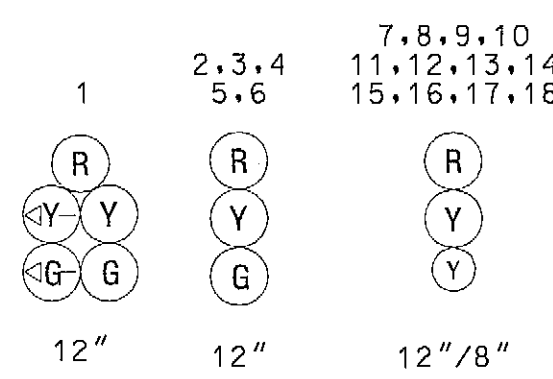


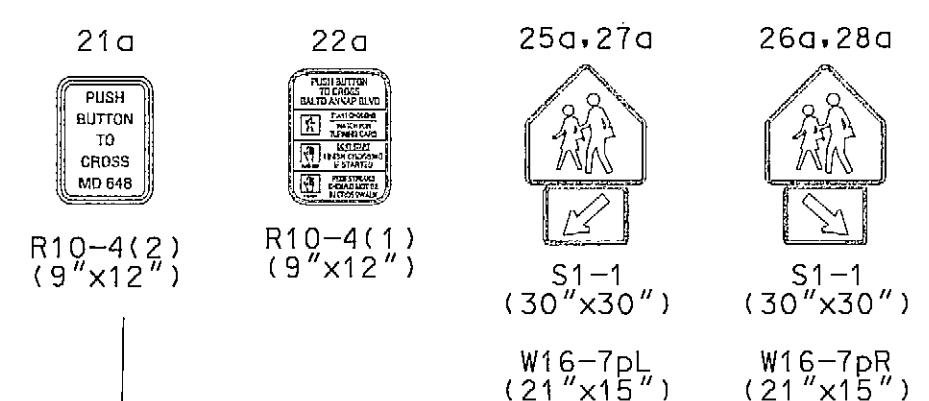
EXISTING SIGNALS TO REMAIN



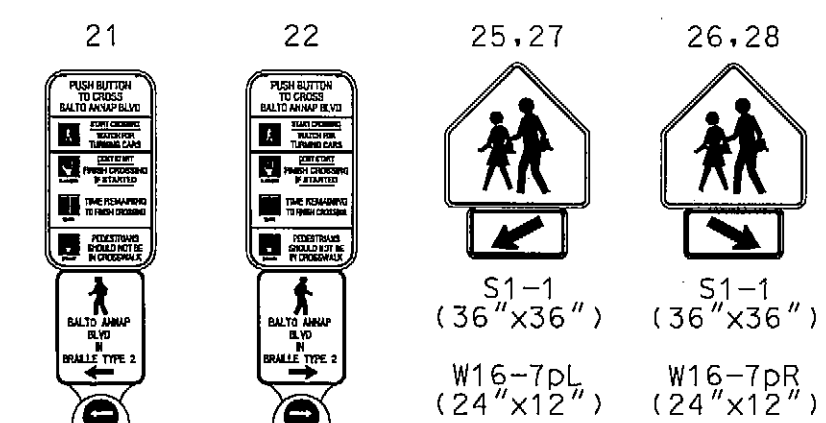
EXISTING SIGNALS TO BE RELOCATED



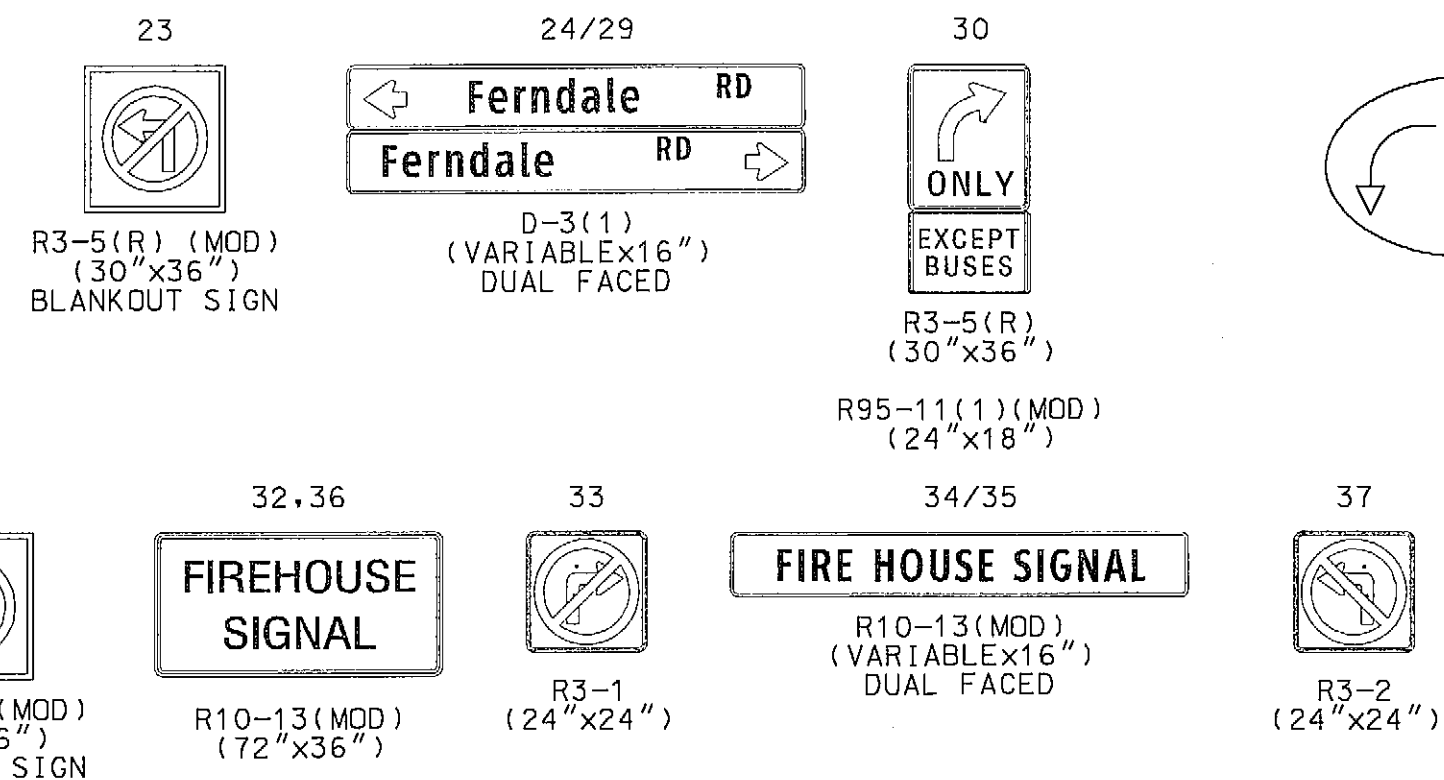
EXISTING SIGNALS TO BE REMOVED



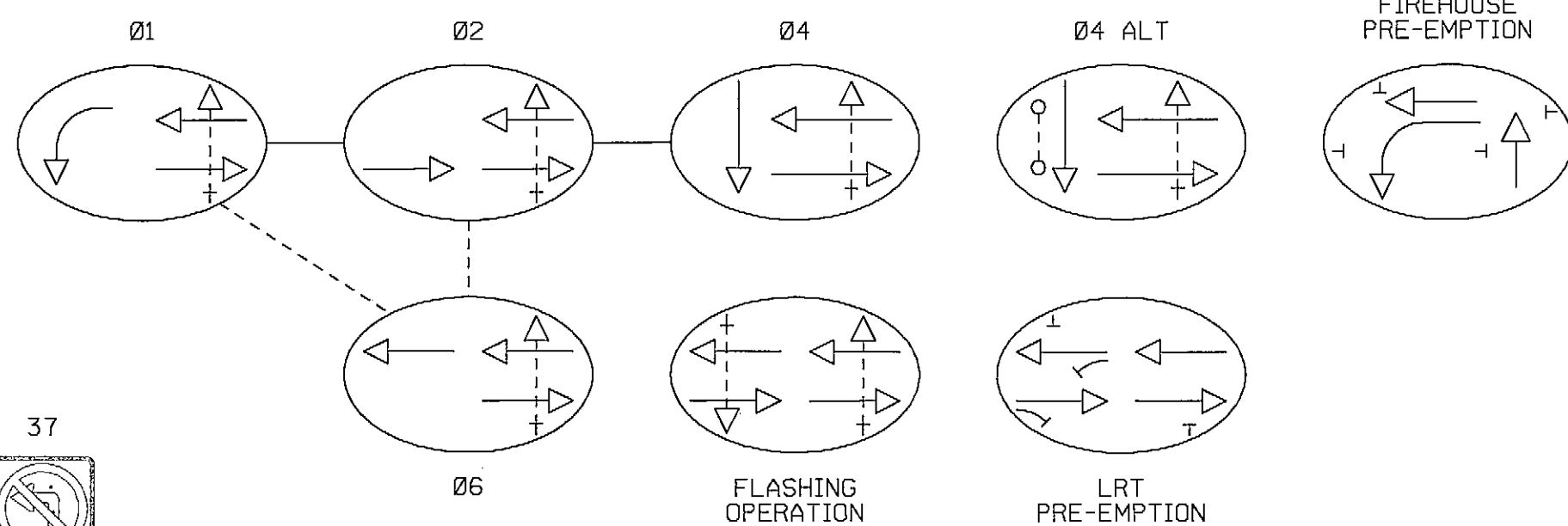
PROPOSED SIGNS



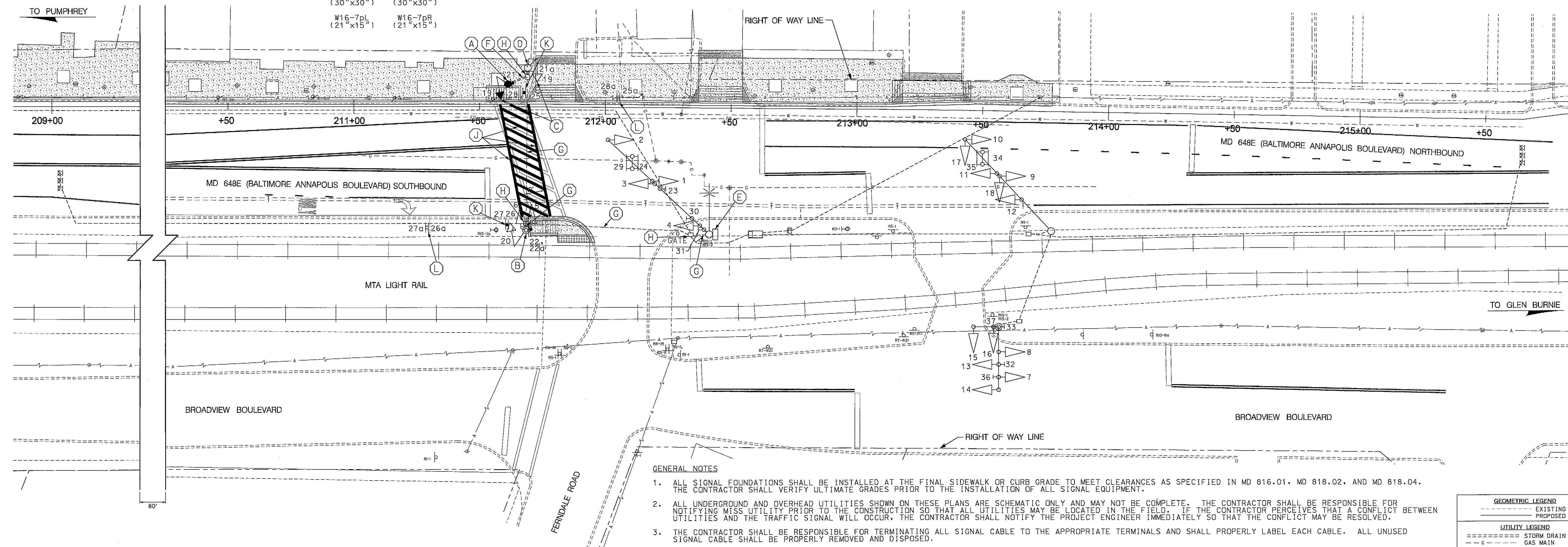
EXISTING SIGNALS TO REMAIN



NEMA PHASING



PHASING NOTES:
1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.



GENERAL NOTES

- ALL SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE TO MEET CLEARANCES AS SPECIFIED IN MD 816.01, MD 818.02, AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND SHALL PROPERLY LABEL EACH CABLE. ALL UNUSED SIGNAL CABLE SHALL BE PROPERLY REMOVED AND DISPOSED.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SECTIONS 4E.08 AND 4E.10 AND FIGURES 4E-3 AND 4E-4 AND THE NCHRP PUBLICATION "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18 INCHES FROM A 60-INCH BY 60-INCH LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2 PERCENT.
- THE 10-FOOT SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM THE FACE OF THE PUSHBUTTON TO THE FACE OF PUSHBUTTON, NOT FROM CENTER OF POLE TO CENTER OF POLE.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
- REMOVE AND DISPOSE OF ALL UNUSED CABLE.
- ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS. HATCHED CROSSWALK MARKINGS SHOULD BE INSTALLED IN ACCORDANCE WITH FIGURE 3B-19 OF THE 2011 MDMUTCD.
- ALL CROSSWALKS SHALL BE CENTERED TO THE PROPOSED SIDEWALK RAMPS.
- REFER TO DETAIL SHEET (SHEET NO. 3) FOR CURB RAMP DETAILS.
- REFER TO THE ROADWAY PLAN SHEET (SHEET NO. 4) FOR ALL SIGN RELOCATIONS RESULTING FROM SIDEWALK CONSTRUCTION.
- NEW SIGNAL POLE FOUNDATIONS ARE TO BE INCORPORATED INTO THE CURB.

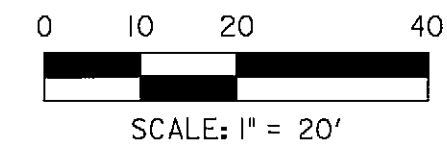
CONSTRUCTION DETAILS

- INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE (STANDARD NO. MD 801.01-01), RELOCATED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS BALTO ANNAP BLVD") (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE). (STA 211+61, 10' LT.).
- REMOVE EXISTING PUSHBUTTON AND SIGN. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS BALTO ANNAP BLVD").
- RELOCATE EXISTING COUNTDOWN PEDESTRIAN SIGNAL HEAD.
- REMOVE EXISTING POLE, PUSHBUTTON, SIGN, AND ALL ASSOCIATED ELECTRICAL CABLES. REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL. CAP AND ABANDON EXISTING CONDUIT.
- USE EXISTING POLE MOUNTED CABINET/CONTROLLER. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON BASE UNIT.
- INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.

- USE EXISTING CONDUIT.
- USE EXISTING HANDHOLE.
- REMOVE EXISTING PAVEMENT MARKINGS. INSTALL 12 IN. LEAD FREE THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK.
- INSTALL GROUND MOUNTED SIGN ON TWO 4"x4" WOOD SUPPORTS.
- REMOVE EXISTING GROUND MOUNTED SIGN AND SUPPORTS.

**McCormick
Engineers & Planners
Since 1946 Taylor**

509 South Exeter Street
4th Floor
Baltimore, Maryland 21202
(410) 662-7400



APPROVALS	
TEAM LEADER	
ASST. DIR. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS	
1	UPGRADE SIGNAL WITH APS AND CPS
2	REVISED PREEMPTION AND ADDED FIREHOUSE SIGNAL HEADS
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
**MD 648E (BALTIMORE ANNAPOLIS BOULEVARD) AT
FERNDALE ROAD
FERNDALE, MARYLAND**

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20'	DATE 8/9/1	CONTRACT NO. CL11
DESIGNED BY BDH	COUNTY ANNE ARUNDEL	
DRAWN BY SAH	LOGMILE 02064804.81	
CHECKED BY BDH	T.I.M.S. NO. NA	
F.A.P. NO.	T.O.D. NO.	
T.S. NO. 25755	SG-01 OF SG-02	SHEET NO. 6 OF 7

PLOTTED: Tuesday, October 16, 2012 AT 11:19 AM
FILE: I:\S212 - ted\28 - ada\topa\design\engineering\plans\Submittal\MD 648E at Ferndale\pSG-P001_T25755.dgn